OUR REGISTRY LAW.

Shipowners and Importers Unanimous for Its Repeal.

AMERICA AT A DISADVANTAGE.

Restrictions That Follow the Improvement of Our Commerce.

THE CARRYING TRADE

The subject of repealing our present registry laws and passing a free navigation act barring foreign ships olely from the American coastwise trade has taken earnestly hold of the minds of the shipping merchants of this city, and the HERALD's advocacy of such a change has excited deep interest among this important class of the community. The interviews of promi-nent American shipowners, given further below, show the unanimity of sentiment existing in favor of a modification of our present prohibitory navigation laws, under which Americans cannot buy a foreign ship, and cannot even repurchase an American vessel M to has once passed out of their possession. The law requires not only that the ship entitled to the American flag shall have been built here, but it enacts also continuous and exclusive American ownership. These laws, passed in 1792 and 1793, were originally devised to protect American commerce, but it will be seen that, according to the opinions of these well known shipowners, they have been since the introduction of iron stemmships mainly instrumental in cripping American shipping and driving the American flag from the ocean. The provisions of our registry laws as taken from the Revised Statutes bearing principally upon this question are as follows :-

principally upon this question are as follows:—

THE LAW OF INCISTIVE.

SECTION 4.132—Yossels built within the United States and ocloning wholly to chizons thereof, and vessels which may be entured in war by citizens of the United States and lawfully condemned as prizes, which may be adjudged to be forfeited for a breach of the laws of the United States, being wholly owned by citizens, and no others, may be registered as directed in this title.

SEC. 4.136—The Secretary of the Treasury may issue a register or enrolment for any veriel built in a foreign country whonever such vessel shall be wrecked in the United States and shall be purchased and repaired by a citizen of the United States it it shall be proved to the astislaction of the Secretary that the repairs put upon such vessel when so repaired.

There are many other provisions, but that contains.

There are many other provisions, but that contain ing the essence and spirit of the law is comprised in the first named section, and it is, therefore, unnecestracts from the Revised Statutes. The subject gains immediate importance from the probability of an Anglo-Russian war when, no doubt, hundreds of American shipowners and even others will be eager to buy such English ships as will be offered at a sacritice from the fear of the depredations of Russian privateers. In view of this particular contingency the interviews which now follow will be read with

HARBOR COMMISSIONER SNOW. Harber Commissioner Snow, of the snipping firm

of Snow & Burgess, in South street, said:—
"If we had a free registry act we should place our selves on an equal footing with foreigners so far as the cost of our vessels is concerned. For the last filteen years we have been struggling against foreign competition at the great disadvantage that we were unable to buy cheaper vessels than those made in this country. When the English were building exceedcountry. When the English were building exceedingly cheap iron steamers, propellers, &c., we could have gone over and bought them but for this law, and we should be ewing and running them under the American flag now at a profit. It the present law were repealed we could buy English ships cheaply in case of a war netweet England and Russia, when many English shipowners would be glad to get rid of their ships threatened by Russian privateers, at a sacrifice. When the war was over we should then have added in a natural way to our American tonnage. Under the present Registry law we have seen our commerce dwindle down to nothing. The repeat of the law would be at least a step toward placing us American shipowners on equal terms with our foreign competitors. All other nations but the United States—as far as I can remember—have a free registry law. When England Jound some thirty years ago that wooden set, a could be built cheaper here than in England she passed her Free Navigation net, enabling English shipowners to come here and buy cheap American vessels."

"Mr. Snow, it is objected by those interested in the coastwise trade that to allow English ships to run here world ruin that interest?"

Mr. Snow replied to this by the quitzical query—'You allow English and to dome here and run a railroad, why not allow them to run a wesself. If a foreigner can come and cerry the people or their freight cheaper than the Americans ore doing now, it is all the notice for the American lerry to Brooklyn for one cent, while the American lerry to Brooklyn for one cent, while the American lerry to Brooklyn for one cent, while the American lerry to Brooklyn for one cent, while the American lerry to Brooklyn for one cent, while the American lerry to Brooklyn for one cent, while the American lerry to Brooklyn for one cent, ingly cheap iron steamers, propellers, &c., we could

while the American terry company charges two cents, don't you think the people would be satisfied with the change?"

"Do you believe American interests would be prosted by the ropeal of the law?"

"We should profit, no coult, by transferring many English vessels to our flog just as Europeans did during the rebelifon when they bought our ships. The great disadvantage which we suffered then in consequence of this law was that we could not get our ships back after the rebelifon was over. The law did not permit us to purchase back a ship which had ever once gene out of American ownership. In this respect the law beers disastrously upon our shipping interest. Suppose we had a war with Mexico. If the law were repealed I could nominally put my ships into foreign hanns and under loreign flags, to protect them against Mexican cruisors, and after the war was over I could get them back. Not so now, and during the rebellion shipowners had to sell at a sacrifice their vessels which were threatened by Southern cruisors."

"The shippoilders also oprose the repeal."

"Well," Mr. Show answered, with some indignation, "our legislation has been for the last fifteen or twenty years for the beach of American shipbunders. I think something ought to be done for shippwhere now. Including industry. Having once purchased a great many chesp vessels abroad, and having once a large capital thrested in the ousness, our interest would be to burid our new ships here if they could be built here within ten per cent of the cost of building them in Europe."

Charles R. Marshall, the shipping merchant at "Do you believe American interests would be onted by the repeal of the law?"

built here within ten per cent of the cost of building them in Europe."

CHARLES R. MARSHALL.

Mr. Charles H. Mershal, the shipping merchant at No. 38 Burling sing, was strongly in layer of a repeal of our registry laws as accounted by the firmats.

"I have always beneved," and he, "that our navigation laws have been agreat detriment to our commerce and have been largely responsible for the fact that American shipping has dwindled down to its present proportions. At one time, prior to the rebellion, we were on a level with the Euglish merchant marine. What was the reason of that? Because at that time ships were boilt of wood, and, possessing immense forests with the exhaps the responsible to the reduction law was no obstacle to us then. But in 1834-35 there exist the change from sating vessels to scenarily and from wood to from Before that, in 1849, Euglish der merchants had come over to buy our cheaper wooden ships. The England had over us the auvantage which we previously possessed over her. She could build from sings cheaper than we could, and we, by our haw, were prevenue from going over to England to buy her othersper from sains. The her. She could build it on sings cheaper than we could, and we by our haw, were prevented from going over to kinghant to buy her cheaper iron sings. The war came to still further returd the development of American shipping, for the depredations of the Alabama, Shenandoan, Florida and other Confederate crussers made suppling an uncertain and risky cuterprise, so that capital became dawilling to embark in it. But these depredations ceased in 1594, and in all these fourtiers years there have been no signs of recuperation in this country. Having once lost our commercial prestings by the chain of circumstances which I have detailed to you, we have not been able to receiver it. Now, my being is that if after the rebelies the flavillation law had been repeated, and if we had had a moderate tariff so that the articles that enter little the construction of ships, such as copper, true, correspe, &c., could have been got cheaper our merchant matric would have regained its loss tooling. But you see we were between the two borns et a discentile, we would have regained its loss tooling. But you see we were between the two borns et a discentile, we could have been for the open of merchant matric would have repaired by from their two states cost owning to the turniff, and we sound not buy any because prohibited by the law. The Germans and the Affect has they could build them at home. What is the consequence? We now see German and French lines doing the business solves on the United States and Europe which American hines could have once had we only been sliowed to buy our simps on the Clyde. An that we American alimpters ask is that we may be allowed to buy our simps on the Clyde. An that we American alimpters ask is that we may be allowed to buy our simps on the Clyde. An that we have ever the tools with which we do our business (ships) wherever we can get them the cheapest, and that the law shall be composed to loss dearer than those of our rivals, and therefore drive us out of the business." those of our rivals, and therefore drive us out of the business. "I want between England and Russia build up "Would a war between England and Russia build up

"Would a war between England and Russia build up our shipping interests it the law were repealed?"

No Ballahart respected or proposed.

To speak frankly, in the piecent state of depression I do not believe that our shipping business can be built up except very slowly. Of course a portion of the Roglish tonesse would be brought under the American flag, sishough the American ownership would probably be only temporary and festious. You cannot impose any restrictions which could compel knowledge to propose a festious of the course of the course

upon the ship to the British wender. The gain would sail go principally to the Eaglish owners. But I do not look at the immediate reward. I hink this would be a very narrow view to take of this question. I believe, upon broad and permanent principles, that the only way to bring us back to commercial property is to reas a lirge in substant lew, and to remove the other grivous burdens resting upon American shipping. In this State ships are taxed as the Our power of the control of the

pose any change in the law allowing Americans to only their ships abroad.

Mr. L. McKay, of McKay & Dix, No. 110 Water street, also thought that the passage of a free navigation act would greatly increase American ocean tennage. He did not believe that from ships could be built as cheaply here as they were in Scotland—she least not upon the same specifications. Mr. McKay said that, although ne and his partner were American critizens, nearly all their ships were sailing under the British flag because the conditions of British ownership were so much more favorable and casy than those of American ownership. These ships were mostly built in Queben, where they could be get much cheaper than here.

those of American ewaership. Those ships were mostly built in Quebea, where they could be get much cheaper than here.

VIEWS OF IMPORTERS.

Mr. William Lindy, of the firm of A. T. Stewart & Co., said that the proposition made by the Heralds is the most common sense proposition that can be made to an American merchant, and why we are not in a position to act on it is simply amszing. The importance of obtaining for curselves the profits of the carrying trade is evident, and American merchants ought to be able to buy ships wherever they can get them cheapest, no matter in what country or under what has the word of the proposed change on American commerce, Mr. Libby said he did not think it would be to increase the volume much, except that by keeping the profits of the carrying trade at home and thereby, as lar as we are concerned, lessening one element of the cost of production, it might give an indirect stimulus to importing and exporting. A similarly indirect stimulus might be given to shipbuilding, and so a modification of the law might go far toward bringing about the very result which was sought to be accomplished by the enactment of the law.

Mr. F. B. Therber, of the firm of H. K. & F. B. Thurber & Co., importers of greeerles, said that, like most others, this question has two sides to it; but the weight of argument is on the side taken by the Herald. On the one hand, it is desirable that American shipbuilding should be lostered; but, on the other hand, for the good of our people in general, it is de-

Herald. On the one hand, it is desirable that American shipbuilding should be tostered; but, on the other hand, for the good of our people is general, it is desirable that American shipping mechanis should be permitted to buy foreign outlit ships and rus them unser the American flag. In the event of w.r between Great Britain and Russia, as American commerce in English or Russian ships would be endangered, it would be to our advantage to cover vessels of both nationalities with the American flag. The result could not but help American flags. The result could not but help American flags. The result could not but help American flags the would got her share of the free would be a great demand for neutral vessels, and if America had vessels she would got her share of the freights. "As an instance of the sensitiveness of commerce to these questions," said Mr. Taurbot, "about two months ago in one of our importations of teas from China we had to stipplate that the goods should not be shipped on an English vesse, or if they were provision should be made for the war premiums, if any, and this circumstance along was enough to create a preference for any other flag." He was not inclined to say that mere transfers of vessels to the American flag, without actual change of ownership, should not be permitted. During the late war, when the Alabama was praying uson our commerce, many of the transfers to the English flag were merely nominal. While the ships were estensibly owned by Englishmen the profits still accrued to Americans.

Mr. Anson Phelps stokes, a member of the firm of

merce, many of the transfers to the English flag were mercely nominal. While the ships were ostenicity owned by Englishmen the profits still accrused to Americans.

Mr. Anson Pheips stokes, a member of the firm of Pheips, Dudge & Co., sand that while he was an savocate of absolutely free trade in ships he was yet glad to see the Heratho caling for even a partial month cation of the navigation laws. "There are only three thines," said Mr. Stokes, "prohibited by our tariff inws—these are counterleft money, obscene illurature and ships. If ships are good things to have the only question should be, How can we get them cheapes," and therefore we ought to be able to go into the market and see who will sell cheapest. While a free trader in the obtimist sense, "continued Mr. stokes, "I would be glad to see any measure of relief such as to allow vessels of large tournage to register for the foreign trade, even i smaller vessels were not allowed to participate in the coastwise trade, or to see vessels admitted on paying a small rate of duty if free trade in ships cannot be chiamed. Free traders do not object to a tariff for revenue, but when procedure be charmed. Free traders do not object to a tariff for revenue, but when procedure begins to egister under the American flag would be any remarkable stimules to our foreign commerce, but the gain in the profits of the carrying trade would not think that the effect of allowing foreign built ships to register under the American flag would be any remarkable stimules to our foreign commerce, but the gain in the profits of the carrying trade would be quite choogs to justify it. He thought but we probably could not rue ships quite as cheaply as the Eughsu, because the English seamen, being at less expense to support their families than American scaling, can support their families than American scaling, can support their families than American scaling, can support the English seamen, being at less expense to support their families than American scaling to the minerally reduce the

Mr. soion Humphreys, of the firm of E. D. Morgan & Co., sugar, coffee and tea importers, of Exchange place, and he would hold up his hands for the earrying out of the Renato's proposition. It is absure, he mought, that Americans caunot avail themselves of the present and possible factore depression of shipping prices to buy snips. "I saw somewhere the other any," said he, "that England has aircady 6,000 memployed snips. Why can't we buy them? I con't hink it would do much to increase our commerce, but we would enjoy the profits of the carrying trade, said that is a very large nem."

Mr. Luckemeyer, of the firm of Luckemeyer, Kunoth & Co., general dry goods importers, of No. 478 Broome street, said that he had no dount that in case of war it would be advantageous to have as many dectral vessels as possible. If war broaks out between England and Ribssis we can't touch English ships and

lack of vessels, for the supply of vessels is always in proportion to the demands of commerce. English vessels would be transferred to the Freach and derman flags. We need ships more for exports than imports, and our export trade may be somewhat stimulated by the purchase of foreign ships by Americans, but the chief bonefit would accrue in the profits of the carrying trade. The law ought to be so changed, it has existed a lops like, and yet ships are not even now built because alist.

Mr. Schloszinger, of the firm of E. Warburg & Co., silk importers, of Broome street, expressed a general view of the sucject similar to the other importers, but he thought the proposed change, although desirable, would meet with a good deal of opposition from those interested in shipbuilding. If the change is made the registering of foreign vessels under the American flag ought to be made a source of revenue to the government.

AMERICAN TONNAGE OWNED IN THIS CITY.

According to the last report rendered by Collector Arthur for the quarter ending March 31, to the Treasury Department, the tonnage of American vessels registered at this port, and owned here, is as follows:—

Oquatanding American tonnage of salling vessels in

registered at this port, and owned here, is as follows:—
Outstanding American: tonnage of salling vessels in the foreign traic owned in New York alone, 572 vessels; tonnage, 347,990.64.

Vessels temporarily documented, the tonnage belonging to this port, but vessels owned at other places, 306 vessels; tonnage, 140,319.90.

Wooden steamers belonging permanently to this port, 37 vessels; tonnage, 7,551.13.

Temporary wooden steam vessels halling from other ports, but tonnage belonging to this port, 7 vessels; tonnage, 5,090.79.

Permanent from steamers belonging to this port, 21 vessels; tonnage, 52,570,59

Temporary iron steamers registered here, but owned at other ports, 4 vessels; tonnage, 34,190.05.

COASTWISK STRAMERS.

Permanent enrolment of salling vessels, 180 vessels; tonnage, 78,352.70.

Permanent wooden steam vessels; tonnage, 40,165.28.

Temporary from steam vessels; tonnage, 40,165.28.

Permanent wooden steam vessels; toninge, 138, 221, 22.

Temporary from steam vessels; toninge, 40, 165, 28.
Temporary sailing vessels, 13; toninge, 578 82-100.
Wooden steam vessels; toninge, 579 26-100.
Total number of vessels, 2, 286; total toninge, 574, 907, 32.
Total consting trade under twenty tons, 3,817,60 tons.

AMERICAN VESSELS SOLD TO FOREIGNERS.

Within the past fifteen months two steamers, fitteen snips, four barks and five brigs formerly sailing from the port of New York under the American flag have been purchased by foreigners and are now sailing under foreign flags. Of these vessels twelve are now German, eight Norwegian, two English, one Spanish, one Swedish, one Portugese and one Mexican.

RAILROAD PURCHASING AGENTS.

THE MEN WHO BUY THE BAILBOAD SUPPLIES IN COUNCIL.

The fifth annual Convention of the Railroad Purchasing Agents of the United States and Canada was held yesterday morning in a parlor of the St. Nicholas Hotel. Mr. A. C. Armstrong, or the Lake Shore and Michigan Southern Railroad, president of the associa-tion, called the meeting to order. Among those present were A. G. Thompson, secretary and treasurer of the association; G. C. Breed, of the Louisville and Nashville Railroad; W. S. Cuddy, St. Louis and Iron Mountain Road; J. H. Holway, Atlantic and Great Western; H. H. Elhot, Eastern Railroad of Boston; W. C. Alderson, Lehigh Valley Road; E. P. Miller, Indianapolis, Bloomington and Western; F. H. Iddings, North Pennsylvania road; A. H. Campbell, Missouri River, Fort Scott and Gul Railroad; C. M. Higginson, Chicago, Burlington and Quincy; T. C. Purdy, New York and Oswego Midland road; A. W. Sumner, Northern Contral road; O. N. Luil, Cum-berland Valley; George Tezzar, Indianapolis, Cincin nati and Latayette; A. C. Warren, Old Colony Steam

beriand Valley; George Tozzar, Indianapolis, Cincin nati and Latayette; A. C. Warren, Old Colony Steam—ship Company, and R. C. Moore, New York and Harlem Raifrond. To understand the objects of this Convention it may be as well to explain that a railroad purchasing agent is one who purchases all the supplies for a railroad, from a tack up to a locemotive, so that commercially he is a person of no small importance. Five years age these officials concluded it would be a good idea to meet once a year and relate their experiences as purchasers of railroad supplies for the benefit of the roads they represented. One sgent would be sure to know more than another about the use of this thing or that—of lubricating oil, of cotton waste, axles and the thousend things needed to ironish and conduct a railroad. One agent might be unconsciously buying one article at an extravagant rate and using it without economy, while another agent might have discovered how it could be used so as to save much expense, and thus an interchange of views and experiences must necessarily redound to their mutual information and advantage.

AN OLEAGINOUS DISCUSSION.

The chief topic of discussion yesterday was lubricating oil, a subject in which the delegates take a special interest. One man in Chicago who oils about iorty railroad coaches a day uses 200 galions of oil and month, and another man at Council Bluffs who oils filteen coaches a day uses 250, which goes to show the result of using different sorts of oil and grease. It is estimated that when a train oiled with bad judgment goes found a curve it squeezes out twenty. Every per cent of oil before it has gone five miles. There is a great waste in that way which, in estimating cost por mile rus, would be against oil and in lawor of grease. On Southern railroads summer grease is very genorality used and as thought to be a better labricant than oil. Too it an eight wheel car it takes about a quart and a half to siturate the waste and give it a good start. Various tosts are used to find adultera

with so much coloring matter that it does not take the oil so readily as the pure white. In the use of waste there is a difference, part of it being for lubricating and part for train service for cleaning lamps and brasses. Though wool waste is much used there is a prejudice against it in lawor of cotton. It is to clastic for packing purposes, but it has one advantage that it stands up to the journal better. Wool waste is excellent for packing tender boxes.

Among other subjects that will engage the attention of the Convention during its sessions will be drawbar springs and a correct method of treating them; the best test for car axies; also lead lined brasses; also the disposal of certain kinds of old material; of recutting files; the system of keeping mileage; the quantities of railroad iron and other cognate subjects. The Convention, at six o'clock, adjourned till this morning. More delegates arrived yesterday evening and still more are expected to-day. The agents say they can learn more from each other in a convention of this kind in a lew days than by trusting to their individual experience for a year.

THE PILOT COMMISSIONERS.

The Board of Priot Commissioners met yesterday. Ambroso Snow in the chair. The bylaw intended to compel all pilots not attached to vessels to pay a percentage to the station beat was withdrawn. A complaint was made against Pilot Isaac Gaynor by the captain of the ship Corbet Caste for dereliction of duty while in charge of that vessel, and he was summoned before the Board. Priot Joseph Noland was fined \$10 on complaint of R. B. Baidwin.
A circular was received from the reasury Department in relation to lights on pilot boats, as follows:—

A circular was received from the reasury Department in relation to lights on pilot books, as follows:

The Printer of Printer of the Assessing Printer of the Pri

THE ALLEGED LAND GRAB.

The Aldermanic Law Committee yesterday presented a report relative to the application recently the appointment of commissioners to take all the land on the west side of the city between Sixty-fith land on the west side of the city between Sixty-fitth and Seventy-second streets and Tweitth and Thirteenth avenues. The report sets forth that the land proposed to be taken belongs to the city, which fields it in trust for the people. Some time ago the company obtained control of the streets between Filty-ninth and Sixty-filth streets, west of Tweifth avenue, thereby closing them and preventing their use by the public. The report further states that if the company should succeed in their design the public would be excluded from all that part of the dity lying between Frity-ninth and Sexuity-second streets and Tweitth and Thirtiebith avenues. The corporation would also have nearly 8,500 feet of our water front, thus preventing free heees to valuable public property. The document concludes with remarking that the committee views with alarm the new attempt of a poweried corporation to appropriate to its private use resels as possible. If war breaks out between English and and a flussis we can't touch English ships and an action of the state of the

The Case for the Prosecution Attacked by Medical Experts.

LIVELY TILTS BETWEEN COUNSEL.

A Chemical Analysis on Both Sides of the Great Trial.

and Terminer, at Jersey City, had no idea when he discharged the jury on the general panel till last Monday that the trial of the Rev. George B. Vesburgh would extend beyond the week. From present indications it will reach into next week. Yesterday was in one respect a field day among the physicians, no fewer than thirty-two being present, some coming from Newark, Elizabeth, Brooklyn and this city. There also appeared clergymen of different denominations who had not previously attened the trial. Although the court room and gailery were crowded there was no confusion. "The atmosphere is sufficiating," said ex-Senator Winfield, one of the counsel for the defence, "but the ventilation is so poor that if the windows be raised there will be a terriible draught." The entrance of Prolessor Doremus caused a fluttor of excitement, as it was feared he was going to report his experiments with troubled with domestic affliction, entered in the morning session for the first time and sat beside the counsel for the defence. Sheriff Laverty also began to manifest an interest in the trial as he sat under

the bench during the day.

The examination of Br. Carpenter was resumed.

I examined Mrs. Voaburgh professionally on the 1st of
March; her general appearance indicated no suffering; her tongue was clean, with the exception of
a sight white conting on the back part of it; her pulse was 80; the skin was natural to the touch; her appetite was very fair; the eye bright and

fering from any disease except contiveness.

The Attorney General objected to the question as to the condition of Mrs. Vosburgh's bowels prior to his examination. Ex-Governor Bedle contended that the March were incompatible with the position assumed by the prosecution that Mrs. Vosburgh was poisoned one week before. The Court ruled that the question was admissible, as the condition of the patient at the time the witness called was a continuation of her pro-

PHYSICIANS IN CONSULTATION. The Doctor continued:-Mrs. Vosburgh told me she had been suffering from constipation for six weeks and three days; I prescribed caster oil and warm water as an injection; the remedy was effective on the following day, as I learned when I called two days atterward; on the 2d of March there was a consulta tion of physicians as to her case; in that consultation there were Dr. Austin Flint, Dr. Wilkinson, Dr.

Here the Attorney General objected to the witness giving any evidence as to what was done at that consultation, insamech as it took place twelve days after the alleged poissoning and was called not for the purpose of ascertaining her condition as that time but in view of ulterior logal measures. Any opinions given the twelvest of the town and the pump of the twelvest o sultation, inasmuch as it took place twelve days after the alleged poisoning and was called not for the pur-

lapse lying in such a position; I do not present myself here as an expert.

The Attorney General—Then I object to any further
testimony on the part of this witness.

The Court directed the witness to proceed and counsel for the defence read the testimony of Dr. Cornell
as to the symptoms he found in Mrs. Vosburgh's case,
and thee saked the question whicher the long list of
symptoms as read were present in a case of rheumatic gout of the stomach. The Doctor replied,
with some humor, that he never heard of such a
list of symptoms existing together deal
any the cut of symptoms oxisting together deal
any the cut of symptoms indicate?

The Attorney General—Oh, well, I suggest, Your
Honor, if this be proper the jury might resign and
leave the case to the boctor. (Renewed lancther.)

The Court remarked that the question might be put
in a monified form, and the witness continued—Mrs.
Vesburgh manifested a constitutional tendency to
hysteria; there were no symptoms requiring a specific
treatment; my judgment was that there was no local
difficulty and that she needed oxisting more than
general dreatment.

Q. Is it possible for a person to whom taring emotic
has been given in done which have not killed for
two, four or six weeks, to soudenly cease vomiting
and suddenly retain lood? A. It is impossible; the
stomach could not become tolerant of lood and urn's
for soveral days—perhaps works; while the ricumanic gout increases in the atomach there is a
proportionate decrease of the happens that patients
after a

preserves good appetiter. A. Cortainly not; in the Irritation is not severe there is often a great craving for
food.

Mrs. Elizaboth Hanberry was the next witness,
and she testified:—I was called on the last day of
February to attend Mrs. Vosburgh; was there when
Dr. Carpenter called, on the last of March; I remained
in attendance till the 11th of March.

Mrs. Mary Ann Bumsted examined:—I was at Mrs.
Vosburgh's nouse on the 2d of March; I administered
three injections by direction of Dr. Carpenter, and
they produced the desired result in my presence.

The evidence of these two ladies conflicted as far as
the dates were concerned, and Dr. Carpenter was recalled to fix the date again. As he was approaching
the winness stand Mrs. Bumsted was stepping down,
and a mutual explosurion took place.

ANOTHER THAT BRIWEN COUNSE.

The doctor on taking the stand shad that Mrs. Bumsted had just acknowledged to him that she was
wrong as regards the date, out right as to the day of
the week, when the Attorney General protested.

been so much confusion in the previous portions of the trial that Judge Woodhull found it necessary to address the audience, and to admonish the officers of court to attend more closely to their duties of pro-

serving order,
THE FAMILY PHYSICIAN RECALLED,
Dr. Daniel Stone was recalled by the Common-

wealth. His testimony in brief was to the effect that the symptoms in Mrs. Bishop's last illness were de oldedly those of arsenical poisoning. Messara. Joseph E. Major, the undertaker, George

E Major, his son and assistant, and Adam Sharp, the night watchman and sexton at the cemetery, testifled to the burial and exhumation of the bodies.

Dr. Alfred Brown, of Camden, druggist and chemist,

den. and Mrs. Harrest Wilsetts, wite of Frank Wilsetts, who have fore children from seven to twelve years old. I have one child living with my husband's people millering with Mrs. Bishop as a working woman, It was in October, 1875

The statement then details some filteen or twenty places where the woman has lived as a servant—in Atlantic Gity, Camden, &c.—previous to her golling to the Bishopa. The statement proceeds:

Mrs. Bishop was taken sick about the 1st of March.

Mrs. Bishop was taken sick about the 1st of March.

Mrs. Bishop was taken sick about the 1st of March.

Mrs. Bishop was taken sick about the 1st of March.

Mrs. Bishop was taken sick about the 1st of March.

Mrs. Bishop was taken with was on the 3d of March that she was taken down sick in her bend and breast for a long time. I beneve it was on the 3d of March that she was taken down sick in her bend and breast for a long time. I beneve it was on the 3d of March that she was taken down sick in her bend on the 1st of the 1st of 1st

"Here," he said, "He a witness placed on the stand and one is coiled to explain what the culture meant. I and are is coiled to explain what the culture meant. I and are is coiled to explain, what the culture meant. I and are in coiled to any time. Here is a matter in which the minake is natural, and we want to est it right that here.

If the said, "the winds the minake is natural, and we want to est it right that here.

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If James Wilkinson testified—I have been a practical to a strength of the product of

THE FERRON MURDER.

ARRIVAL OF THE SCHOONER MARY B. HABRIS-STATEMENTS OF ERNEST TABBOTT AND THE CAPTAIN.

Ernest Tabbott, the shipmate of John M. Wright the self-confessed murderer of Bernard Ferron, the boatman, was taken into custody yesterday upon the arrival of the schooner Mary B. Harris, on board which vessel the crime was committed on the morning of March 16. Tabbott, who is twenty-two years old, says that he first heard of the murder from Captain Crowley, of the Harris, when the schooner reached Windsor, N. S. At half-past seven o'clock on the morning of the 16th of March

blood dripped into it turough the splints. If you find the barrel I think you will see that there is blood in it. Do not use it for keeping drinking water until you have washed it out. Tabbott was then taken before Judge Ferry, who required that he should furnish bail in the sum of \$500 to appear as a witcoss in the case. The warrant upon which he was arrested was, upon the consent of the District Attorney, discharged, Mr. Lowis became bondsman for Tabbott. The from taken from the schooner, and which were used by Wright to sink the body of his victim, were not missed by the Captain until he read of the murder in Nova Scotia. Captain Crowley said, when he learned of the murder, that though he believed Wright was a thief, he could not then suppose that he would commit murder.

THE RIDGEWAY DIVORCE.

After being about a year before the New Jersey Court of Chancery, the suit of Dr. Ridgeway for di vorce from his wife on the ground of adultery reached the stage of final argument on the evidence renched the stage of final argument on the evidence yesterday before Vice Chancellor Van Vliet at Newark. Ex-Governor Joel Parker, counsel for the defendant, opened the argument. He insisted at great length that the charges against Mrs. Ridgeway were entirely unsubstantiated and that she was the victim of the Ridgeway family, who desired to courte her property. The counsel for the complainant will make a counter argument to-day.

A DESPERATE SUICIDE.

Mrs. Stewart, wife of Charles Stewart, of Armonek. town of North Castle, Westchester county, committed suicide on Sunday by hanging herself. The husband had been so severely afflicted for a period of about twelve years as to render him perfectly nelpisss, and twelve years as to render him perfectly nelpisss, and had been supported by his wile who went out to work. On Wednesday of last week she went to purchase some cider, but fatied to return. It was subsequently ascertained that she went to the house of squire Woolsey and there attempted to commit suicide by jumping into a well. She was delivered eyer to the charge of Mr. Stephenson, the poormaster of the town, at whose house she managed to hang herself. She was about forty-two years old, and for about a fortnight past had shown signs of mental derangement. Coroner Schirmer neld an inquest or Monday, when a verdict was rendered in accordance with the above facts.

MATRIMONIAL COMMISSIONS.

A novel suit to recover \$75 for commission in a matrimonial affair bas been brought in the Second District Court, before Judge Bloom, Brooklyn, by Coleman Newman against Sarah Jacobs. The plainti is the sexton of the Synagogue Beth Israel, on Boerum place, of which place of worship the defendant is a member. The latter is the widow of the late William H. Jacobs, clothier, who died leaving property said to be worth \$50,000. The plaintiff caims to have introduced Mr. Frank Morris, a well-to-do and handsome young man, to Miss Fanny Jacobs, daughter of the defendant. From the courtship that ensued the young couple named engaged and have since been married. He says that the older Morris paic him \$30 for his success, and he now alteges that Mrs. Jacobs promised him \$75 commission for procuring a husband for her daughter. The defendant denies having made any such promise. Argument in the gase was set down for future hearing. is the sexton of the Synagogue Beth Israel, on Boerum

BOBTAILED CARS

Augustus Owens and Edward Mann, drivers on the Bleecker street line of cars, were arraigned before Juigo Morgin at the Tombs yesterday, charged with assaulting John F. Fitzpatrick, a journalist. From the affidavit of the compannant it appeared that he entered the car at Houston streat to proceed down town. After travelling about two blocks he usposited his fare in the box. A short time afterward the driver opened the door and demanded his fare. He repited that he had paid. The driver thereupon, he claims, became abosive and threatened to eject him from the car. Mr. Fitzpatrick declined to leave or to pay a second lare. After some threatened to eject him from the car. Mr. Fitzpatrical declined to leave or to pay a second lare, Alter some growing the driver resumed his station, but had not proceeded far when he again opened the door and said, "I have a good mind to throw you out, anyway." Immediately afterward he hailed another driver and both men seized Mr. Fitzpatrick and ejected him from the car. The prisoners pleaded gaguilty, Judge Morgan held thom in \$300 bail cach, which was turnished by the company.